

FOREMAN HURLEY OF CITY QUARRY REPLIES TO WALL

Municipal Engineer Did Not Get Cost of Crushed Rock From Official Reports

STATISTICS INCORRECT AND 'SAVINGS' IMAGINARY

Efficient Work Done By Whitehouse Basis of Incumbent's Bid For Endorsement

(From Thursday Advertiser.)

Editor Advertiser:—I have read City Engineer Wall's letter in his own behalf in The Advertiser of Monday morning, and in justice to Mr. Whitehouse and to the taxpayers whose money I receive as foreman of the Moiliili quarry I cannot allow the figures he gives and the statements he makes to go uncontradicted. I do not know where Mr. Wall got his figures regarding the cost of rock crushed at the city quarry. He did not get them from the official reports I made, in my capacity as foreman of the quarry, because my reports show that his figures are all wrong.

Let Quarry Run Down

In the first place, Mr. Wall says that the crusher and quarry were in bad shape when he took charge and are in good shape now. As a matter of fact, Mr. Whitehouse found the quarry in bad shape when he took charge, and he had to spend considerable to put it in proper condition, so that when Mr. Wall took charge the quarry was in the best shape it ever was. It is now, after six months of Mr. Wall's management, in very bad shape, calling for the spending of at least \$500 to put it back here Mr. Whitehouse left it. I am glad to believe from what I am told by other foremen, that much of Mr. Wall's economy has been at the expense of maintenance. This certainly has been the case at the quarry.

Statistics Incorrect

In the second place, Mr. Wall has not been getting out rock at the figures he says he has in his letter to The Advertiser. Instead of reducing the costs he has made them go up, even with all the benefit he had of the work done to reduce prices by Mr. Whitehouse. The way he figures, he has simply put charges on the expenses. I give his figures on the cost of rock per yard, as made public, with the figures I turned in on my monthly reports:

Figures	Actual
Given Out.	Costs.
July, cost per yard.	\$1.96
August, cost per yard.	\$1.91
September, cost per yard.	\$1.85
October, cost per yard.	\$1.85
November, cost per yard.	\$1.83

I cannot give Mr. Wall's figures for November, because the report for that month has not yet been made up by the office force, and this is well on to February, another fair sample of the efficiency of late in the road department. Should have improved—didn't.

Under ordinary circumstances we ought to have been beating the Whitehouse costs, because of the improvements Mr. Whitehouse made. For instance, just before he left, by installing a gasoline engine for the air compressor, he cut the cost of operating the drills down from nine dollars a day—the cost of running the big crusher engine, which we formerly had to do—to nine dollars a month. Mr. Whitehouse did all the dead work, because the quarry was in bad shape when the improvements finally let Whitehouse take charge of the city road work, and Mr. Wall now claims all the benefit and takes credit for it.

My reports show that in some months Mr. Wall failed to charge up items as high as \$400 and \$500 to the quarry. My reports are all on file in the road department office and can be seen by anyone who cares to look at them. I am not talking about anything "not on record."

Cheapest Kind of Rock

The first month Mr. Wall took charge he ran out all the rock in the bins, which had been crushed by Mr. Whitehouse and charged to the quarry expense for June, and he figured this in with his July output. In other words, Mr. Whitehouse had all the cost charged against him and Mr. Wall took all the credit for the work.

But even with all this, and even with the fact that he took all the quarry waste and dumped it in a Beretania street job, which cost him all the while to be taken out to sea, because it is principally dirt. Mr. Wall did not beat Mr. Whitehouse's record, and it is unfair to the public to allow him to claim a credit against another man that is not his.

On Political Lines

Before Mr. Whitehouse was in full charge, and after Mr. Caldwell resigned as road supervisor the quarry was run on a political basis, in a disgusting way. Forrester, Handley and Fern used to send men out to work and I had to put them on the payroll without having anything for them to do. To make a job they had a double shift of watchmen. I wanted to resign, but Mr. Whitehouse told me to hang on, that such things would run themselves out in time.

Other Savings the Same


I understand that Mr. Wall's big savings in the waterworks are like those in crushed rock, very much at the expense of efficiency and maintenance and likely to cost the taxpayers a whole lot before very long. His road construction savings are about the same, I suppose, as I notice that when he wants to make comparisons he takes Mr. Whitehouse's most costly rogis and compares them with his. Mr. Wall's

The Road That Wall Built

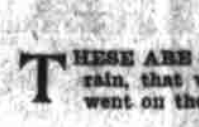
(CONTRIBUTED)


Old Nursery Rhyme Up To Date


 THIS IS THE ROAD, that Wall built.


 THIS IS THE STUFF, that went on the road, that Wall built.


 THIS IS THE RAIN, that washed off the stuff, that went on the road, that Wall built.

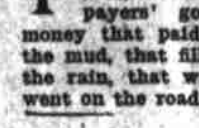
 THESE ARE THE HOLES, left by the rain, that washed off the stuff, that went on the road, that Wall built.

 THIS IS THE MUD, that filled up the holes, left by the rain, that washed off the stuff, that went on the road, that Wall built.


 THIS IS THE GANG, that put on the mud, that filled up the holes, left by the rain, that washed off the stuff, that went on the road, that Wall built.

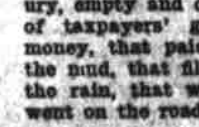
 THIS IS THE MONEY, that paid the gang, that put on the mud, that filled up the holes, left by the rain, that washed off the stuff, that went on the road, that Wall built.

 THIS IS THE TREASURY, empty and cold, robbed and depleted of taxpayers' gold, that furnished the money that paid the gang, that put on the mud, that filled up the holes, left by the rain, that washed off the stuff, that went on the road, that Wall built.

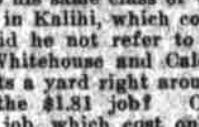
 THIS IS THE CROWD, caloused and bold, that looted the treasury, empty and cold, robbed and depleted of taxpayers' gold, that furnished the money that paid the gang, that put on the mud, that filled up the holes, left by the rain, that washed off the stuff, that went on the road, that Wall built.

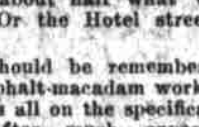
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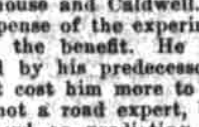
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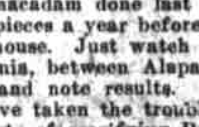
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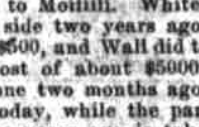
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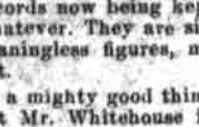
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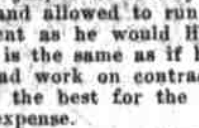
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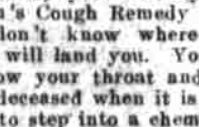
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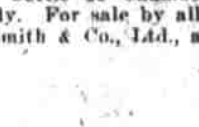
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ARMY OFFICERS WHO OWN AUTOS ARE INDIGNANT

Threaten Far-Reaching Boycott of Honolulu in Retaliation for Tax on Machines

EVERY BUYING ORDER WILL BE WITHDRAWN

Personal and Post Exchange Accounts May Be Transferred To Coast Dealers

Honolulu will soon be faced with a far-reaching boycott on the part of the military at Schofield Barracks, according to a report which reached The Advertiser last night from the big army post.

The anger of the officers at Schofield has been aroused by the notification given to the automobile owners there that officers owning private machines would be expected to pay the same automobile tax for the upkeep of the roads as the rest of the residents. Heretofore there has been no attempt to collect this tax from army officers, a ruling of the attorney general being that automobiles kept on military reservations were immune and exempt, a ruling that has been recently overruled.

Never Taxed Elsewhere The officers claim that in no army post in the Union are officers required to pay an automobile tax, and their talk is that if the effort to collect the tax is persisted in a big, blue pencil will be run through the name of Honolulu on every buying order.

Not only will the officers divert their personal accounts from Honolulu firms, but the post exchanges will stop placing orders in Honolulu and will send the million dollars a year now spent here to Coast dealers.

Meeting Last Night A meeting of the auto-owning officers was held last night at the post and the matter was thrashed over. Some decidedly warm language being brought into play.

Next week, according to plans, there will be a meeting of the officers in charge of the four post exchanges, at which some action towards boycotting the city will be discussed.

Three Hundred Machines It is estimated that there are in the neighborhood of three hundred automobiles in use by the officers of the various posts in and around Honolulu, with probably double that number of motorcycles, which come also under the provision of the automobile tax law.

The owners of these have recently been notified of the pending tax by the posting of the following notice on the bulletin boards of the various headquarters: "The following is hereby being a copy of a letter formally sent to the commander of the department, by his office sent to the various post commanders, and by their orders formally posted in the headquarters of every organization:

Office of Tax Assessor and Collector, First Taxation Division, Honolulu, January 15th, 1914.

Dear Sir:—In a recent opinion rendered by the attorney general of the Territory of Hawaii regarding the taxation of private property on military and naval reservations in this Territory, after citing numerous authorities in support of the opinion, he says:

"In conclusion I repeat that in the absence of action by congress, the jurisdiction over the United States as distinguished from the Territory is not exclusive upon military posts in the Territory except so far as it may be necessary for its use as a military post, and it cannot be seriously contended that taxation of private-owned automobiles used for private purposes will interfere with such use."

Pursuant to this opinion, it is my intention to assess all power-driven vehicles, motorcycles and other motor-driven vehicles owned by private individuals and used for private purposes, which are upon the military and naval reservations of this Territory.

The tax bill on all power-driven vehicles is one cent per pound, and I have arranged with the United States Finance Company and the Honolulu Iron Works Company to weigh such vehicles free of cost.

Blanks will be furnished upon application to the office for listing such vehicles, and I would be glad to have the contents of this letter made known to the owners of such vehicles who may be under your command.

Respectfully yours, CHAS. F. WILDER, Tax Assessor, First Division, Territory of Hawaii.

News Comes Firsthand The news of last night's meeting and of the further action discussed was brought into town last night by the representative of one of the largest firms in Honolulu, with whom the officers interested took the question of the tax and the boycott.

Joseph Leal was adjudicated a voluntary bankrupt in the federal court by Judge Dole yesterday and the matter referred to Alexander Lindsay Jr., referee in bankruptcy, for further proceedings. Leal's liabilities amount to \$2742, of which \$214 are for unpaid taxes and \$2529 unsecured claims. His assets amount to ten dollars. In 1913 there were twenty-four bankruptcy cases filed in the federal court. In 1914 the number reached thirty-eight, all of which were, however, of minor importance.

HONOLULU MAY GET AUTOBUS SERVICE

Representative of San Francisco Company Thinks There Is An Opening Here For Line

Have you heard of the jitney bust? It has taken the romance out of gasoline and the bank cars in several of the big cities on the mainland within the past few months and has made it possible for the most plebeian of the bourgeoisie to travel to and from the shop in an automobile each day just as cheaply as those less modern pay for an ordinary street car ride.

And the jitney may come to Honolulu!

How Name Originated The jitney, by the way, is the name of the smallest coin in use in Russia and is as far below a Portuguese reis in value as a dime is below a dollar.

The jitney has come to be designative of the five-cent moving picture theaters and other places of amusement on the Coast, where the minimum price of admission is charged. With the advent of the five-cent automobiles the term immediately was applied to them and they are now known as jitney cars.

Menace To Traffic In San Diego, Los Angeles, San Francisco and Oakland during the past few months these jitney automobiles or auto-buses, have increased so rapidly that many claim they are becoming a menace to traffic and there is talk of having them regulated by the state utilities commission, as well as the municipalities. In Los Angeles the cars are said to be so numerous that they are blocking other traffic. The same is true in San Diego, San Francisco and Oakland on a smaller scale.

The problem is sufficient, however, to have warranted protests being lodged against them.

One day recently in San Francisco a count of these cars was made in Market street. Within one hour eighty of the jitney buses passed and they carried a total of more than five hundred passengers at five cents a head.

Dangerous To Ride In The United Railroads, though not complaining, is said to figure that the new transportation method will result in a loss of \$100,000 a year to its receipts.

The class of chauffeurs employed in operating the cheap autos, it is claimed, is such that it is dangerous to ride in them. This, more than anything else, it is figured, will go far toward making jitney bus-traveling unpopular.

L. Tiger of Denver, Colorado, who is representing a Rochester (New York) firm, is authority for the statement that the jitney auto may be introduced here on a larger scale even than at present. Mr. Tiger, who is stopping at the Young, is well known here. He was delegated by a jitney bus company of San Francisco to investigate the field here and report on the advisability of starting a line. When seen yesterday Mr. Tiger said that he was very much impressed with the opportunity offered here for a jitney auto service, especially to the army posts, and possibly as well, or all-night service.

The autos, he said, could charge a five-cent fare within the city limits and a proportionate increase to points outside the city.

Others In Operation Here At the present time there are three jitney auto services in operation in Honolulu. One is at the end of the King street car line, where the auto carries passengers to the barracks and beyond for five cents a head. One is operated in the cannery district in Iwilei, while a third service is furnished from the end of the car line at Kaimuki to Fort Ruger.

"The only danger of the success of a jitney service in Honolulu," said Mr. Tiger last night, "is that it will be so difficult to secure competent operators for the cars. I understand that there have been a number of accidents with taxicabs here since they were introduced and the public has come to feel that it is safer, surer and more comfortable to ride in your street cars."

Seventeen-Year-Old Adjudication of Ancient Copartnership Approaching End

The final settlement of the Honolulu Hui land copartnership, which has been in course of adjustment for the last seventeen years, will take place soon, the case having finally been set for trial at an early date in Judge Stuart's court.

The Honolulu Hui originally owned the whole of Honolulu I and II in North Kona, Hawaii. There were 353.25 shares holding partial interest in about 7000 acres. All the shares in the hui have not been exchanged for holdings in severalty and about 5500 acres have been sold at various times during the course of the adjudication.

A Complex Problem Under the original partnership agreement there were three strips reserved clear across the two lands, one along the beach, and one each side of the main government road, mauka and makai. Each of these belts was divided into 353 lots and each shareholder in the hui owned one lot in each reservation besides his general holding in the unallotted lands.

M. F. Scott, who has been working for the final segregation and settlement of those lands, stated yesterday that this has been one of the most intricate and complicated land problems that has ever come up in Hawaii, because of the very large number of partners whose interests were involved.

Several shares in the Honolulu Hui have recently changed hands at values ranging from sixty to one hundred dollars.

John P. Kiernan, Who Has Been Appointed Plumbing Inspector



He Has Been In Territorial and Municipal Service For Many Years

JOHN P. KIERNAN, who was appointed plumbing inspector by the board of supervisors Tuesday night, has been in public service in Honolulu for many years, both under the Territory and the municipality.

Mr. Kiernan was connected with the territorial department of public works for a long time as an inspector and engineer, the latter years of his service being devoted to the water and sewer works. When the city assumed charge of the water and sewer system, Mr. Kiernan accepted employment under the municipality.

His appointment as plumbing inspector is a recognition of appreciation of his past public services.

FEDERAL BUILDING SITE LOCATION

Will Probably Cause Rearrangement of City's Commercial and Business Centers

Considerable activity in downtown real estate is sure to follow the definite location of the new Federal building site. Whatever site is chosen it will undoubtedly tend to change the direction in which the city is to grow and will have some influence on the permanent location of both the retail and banking districts.

This feature in the permanent location of Honolulu's new government building was studied by treasury agent J. W. Roberts who was here in November, 1912. It was generally believed when Mr. Roberts left that he had decided in favor of the Irwin site although no talking of the nature of his report has ever been made public.

Service to the business community who are the principle users of the government building, convenient location near the wharves, and civic adornment are the three factors that must be weighed one against the other, Mr. Roberts stated in one of his interviews.

E. D. Tenney stated yesterday that he considers the values, or the prices at which land is held, in the downtown or business section of Honolulu entirely too high, considering the large area of undeveloped real estate immediately adjoining.

Go a few blocks in any direction and one finds vacant lands. There is no good reason other than habit or custom why certain businesses should be concentrated all in one given locality and because there is no barrier or permanent boundary to limit the growth of the city in any given direction there is a tendency to attach values which are speculative rather than real.

The new public building, when located will probably not be completed ready for occupancy short of three or four years so that a wide margin of time remains in which to reorganize and relocate the commercial and merchandizing districts.

BAD SHOAL CLOSE TO CANAL ENTRANCE

Calling attention of members to a small shoal near the Atlantic entrance to the Panama Canal, a communication from Gen. George W. Goethals, governor of the canal zone, has been received by Collector Franklin at the customs house. The communication reads:

"The seventeen-foot spot, Limon bay, Colon Cristobal harbor, Panama Canal zone, about half way between the end of Cristobal mole and Torro point light, as shown on the United States chart and the geodetic survey chart No. 950, still remains, but the harbor in its vicinity, with the exception of a small circle with a radius of about 150 yards, has been dredged to the normal depth, with a least depth of 30 feet.

This shoal was inadvertently omitted from the Isthmian Canal communication chart No. 1 of the Panama Canal. Upon the completion of the east break water it is the intention to remove this shoal to normal depths. Until its removal the shoal will be marked by a buoy painted red and black, to horizontal stripes."

GRAND JURY WILL INVESTIGATE OPEN GAMBLING IN CITY

Subpoenas Have Been Served Upon Many Persons Supposed To Know Conditions

SAMUEL McMILLAN PAYS HEAVILY FOR HIS PART

Sheriff Rose Takes Scandals Lightly and Stands For Extraordinary Detective Methods

(From Thursday Advertiser.)

Subpoenas were served yesterday on a number of persons, requiring their presence before the territorial grand jury today, in connection with the investigation of the activities of a gambling hui which has just been exposed, and the gambling situation in general.

The gambling conditions exposed when Herman Kubeys made a kick about the manner in which he was relieved of his money and diamond ring are liable to come in for a searching investigation by the grand jury.

Three hundred and eighty-four dollars and seventy-five cents were paid in fines by gamblers in the police court yesterday morning, following arrests made at a gambling den in Gulick Avenue and at another in Lewis' stables in King street.

McMillan Pays Heavily Samuel McMillan, auto driver and reputed stealer for various brace games, contributed the largest amount to the county treasurer, paying seventy-five dollars and two dollars costs for being mixed up in the Gulick Avenue gambling hui and \$100 and costs of two dollars and twenty-five cents for his part in the game raided at Lewis' stables. McMillan had no defense and even refused services of an attorney.

Ogata and Kawashima, Japanese auto drivers who were arrested with McMillan in the Lewis' stables raid, each paid \$100 fine and costs of court, and like McMillan made no defense.

Warrant Out For Lewis Ed. Lewis, owner of the stables for whom a warrant was issued, is still at liberty owing to the inability of the detective force to locate him, it being alleged that Lewis is out of town.

Herman Kubeys, upon whose allegations the police made the arrests at the Gulick Avenue den and whom in said to have parted with a \$250 diamond ring at the gambling table was given until today to enter a plea to the charge of gambling.

As to the allegations that there was wide open gambling in Honolulu, Sheriff Rose admitted this yesterday and then added that there was gambling all over the world but that the police and detectives could not be everywhere at one time.

He further stated that when Otto Gertz came to him with his face beaten up and asked for a warrant for the arrest of Tom Quinn, Gertz made no mention of any trouble in gambling den nor did he know that Kelleit had gone to the Gulick Avenue den or anywhere else to collect sixty-five dollars which it was claimed had been stolen from a gaming table in the Gulick Avenue cottage.

In reply to further questions, Sheriff Rose stated that there was nothing to investigate regarding the police or detective department, and he said he was perfectly satisfied with the way McDuffie and Kelleit were handling the department.

Daughters of Hawaii Plan To Restore Old Residence In Nuuanu Valley

Queen Emma's old home in Nuuanu valley not only will be repaired and preserved as a historical site for the coming generations, but it will be entirely refurnished in the royal antique furniture of Hawaii, and tea will be served there in the afternoon, if the plans of the Daughters of Hawaii are carried out.

These plans were discussed with Supervisor Ben Hollister yesterday. The society wishes to secure enough Queen Emma furniture to furnish the home. The plan is to make it to all appearances exactly as it was when the queen lived here, thus converting it into a place of real interest to tourists, who come here curious to see an old royal Hawaiian home.

"I was very interested in the plan of the society," said Supervisor Hollister yesterday, "and I feel certain the board and mayor will be willing to cooperate with it as far as possible."

The society, of course, wishes to be protected against the action of coming boards; and has therefore asked that we give them some right to the park and home, so far as their activities there are concerned, beyond our term of office.

Legal Opinion Sought "I have taken up the legal point which this brings up with the city and county attorney, and before presenting the society's proposition, I will have a legal opinion on it."

"As far as I know Mayor Lane and all the supervisors are keen for preserving and improving this park. It seems to me the society has a splendid idea, and one that will meet with a regular reception. We have no old royal home in Honolulu where a tourist can visit and get a glimpse of the conditions of living in the earlier days."